

Light Rail Station Subareas Parking Study

October 28th, 2019

Presented by Kendra Dedinsky, City Traffic Engineer



Subareas Parking Study Purpose

Study initiated to prepare for increased parking demand due to light rail stations and increased density within the subareas.

This initial study effort covers:

- Existing parking laws, codes, policies and practices
- Common parking management tools
- Existing on-street parking capacity and utilization data
- On-street parking demand projections
- Recommended near-term, mid-term, and long-term strategies to manage parking demand.



Additional data collection in 2020, 2021, 2023, 2024

Laws, codes, policies and practices

SMC 10.05 – Model Traffic Ordinance, includes only a few minor amendments to provisions of State laws.

Multiple groups oversee elements of on-street parking management:

Code Enforcement & Customer Response Team (CECRT)

- Abandoned / Junk Vehicles

Shoreline Police Department

- All parking related enforcement actions (ticketing and impounds)

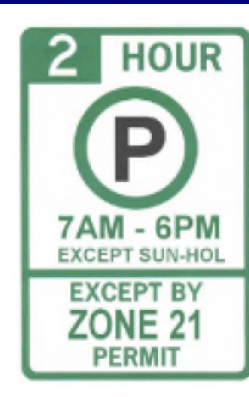
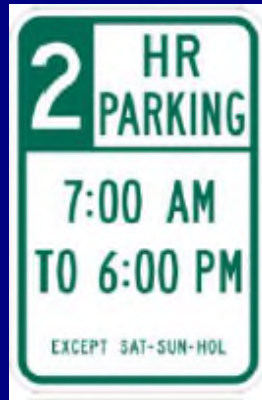
Traffic Services

- All signed parking restrictions
- Management of parking related permits (i.e. RPZ)



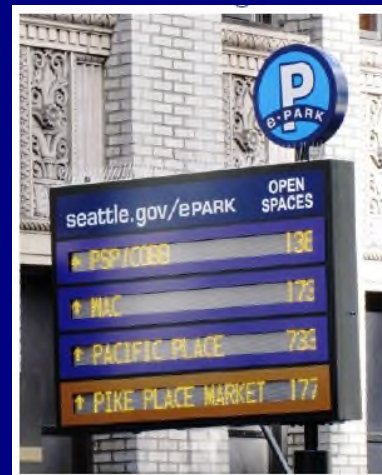
Common Parking Management Tools

- ✓ Time of Day/Day of Week Restrictions
- ✓ Load Zones
- ✓ Restricted Parking Zones (RPZ)



Common Parking Management Tools

- Dedicated Enforcement Staff
- Max Time Ordinances
- Metered Parking
- Special Use Zones
- Real Time Information & Emerging Tech



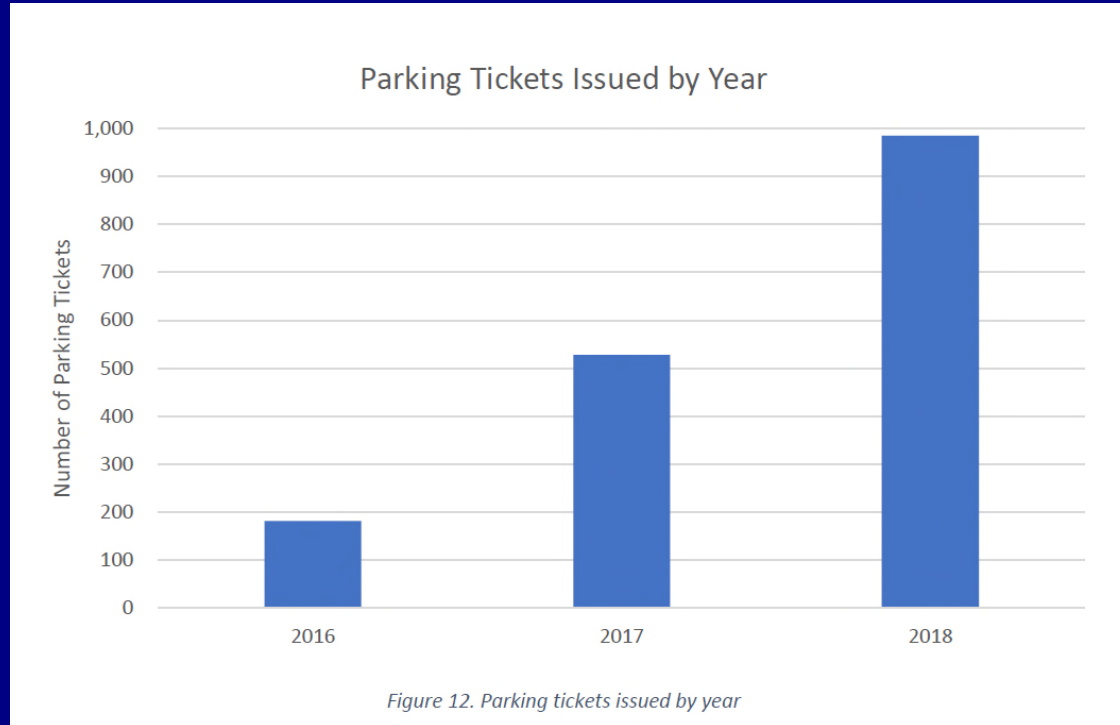
Citywide Parking Management Trends

- Over the last 4 years, significant increase in parking restriction signs responsive to complaints



Citywide Parking Management Trends

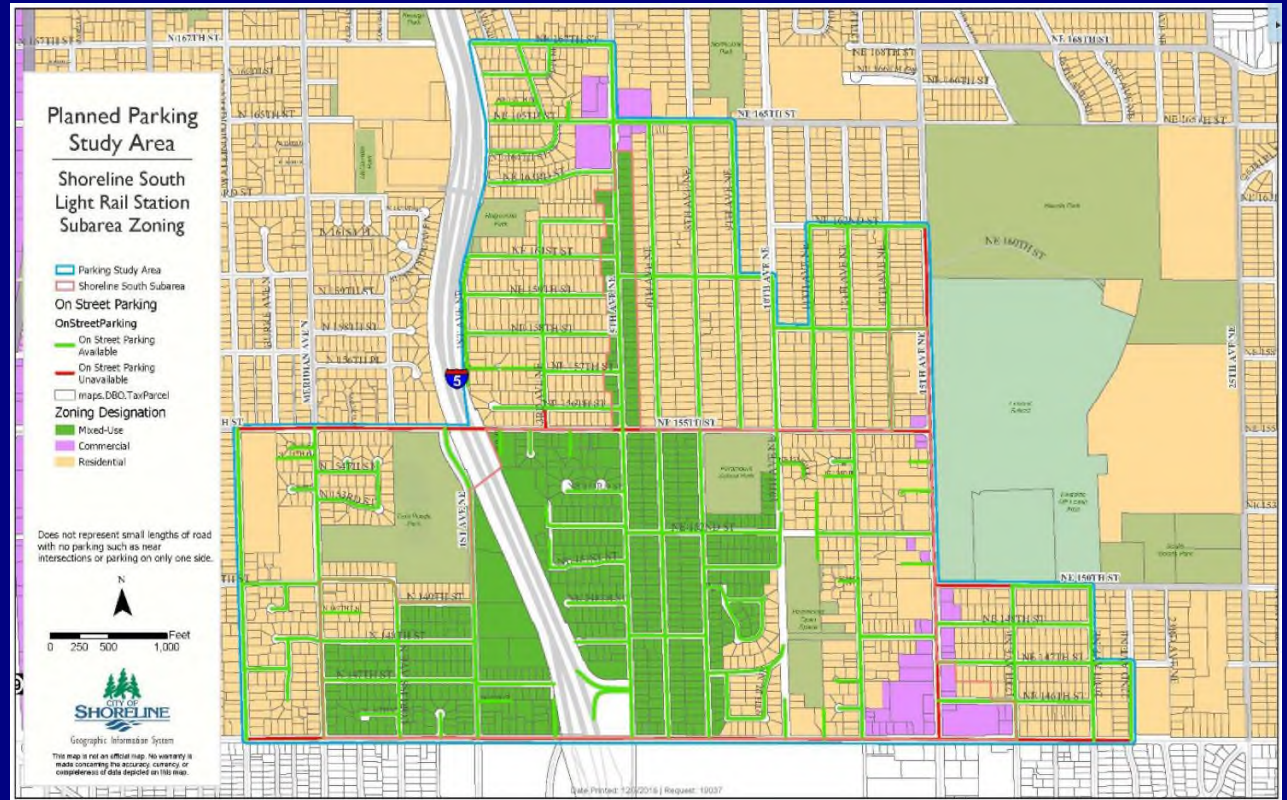
- The police enforcement district with most parking violations includes 185th Subarea, followed by 145th Subarea



Study Areas

Example map for 145th Subarea study area

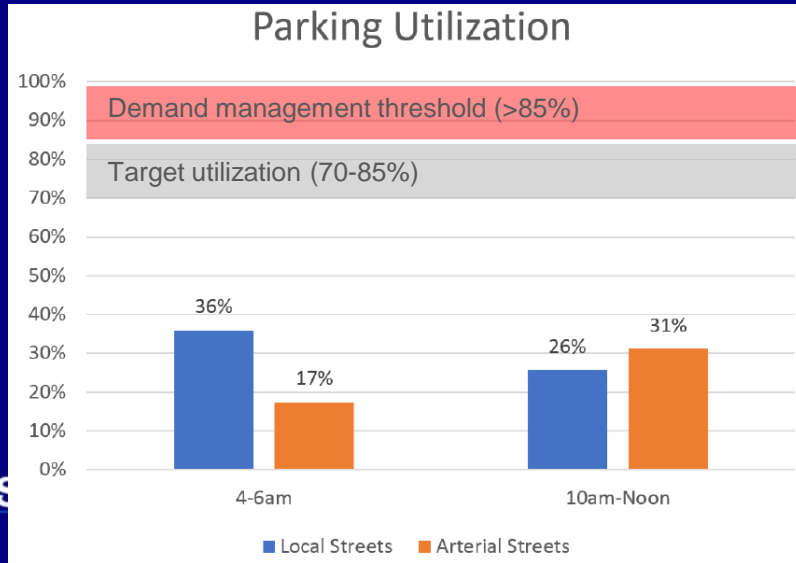
Study areas generally extend approximately ¼ mile beyond rezone boundaries.



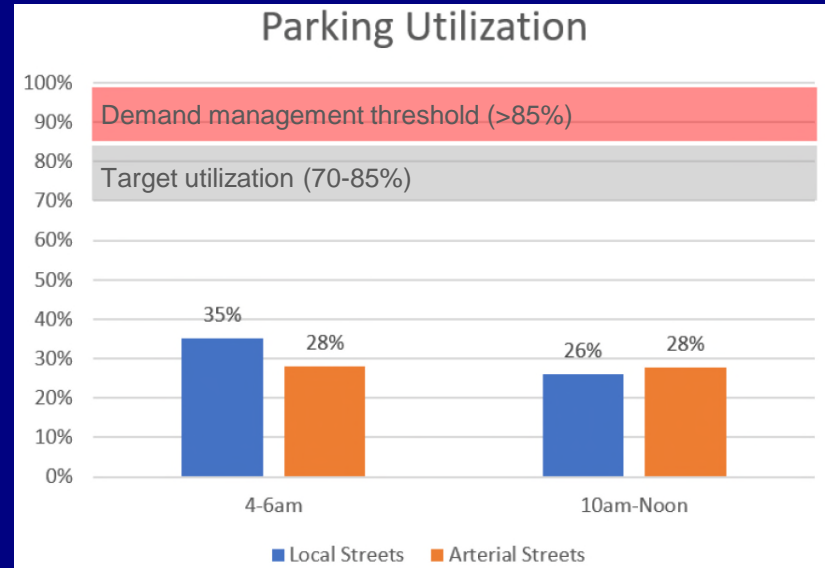
Existing Capacity and Utilization

- Conducted in early 2019 for two time periods to represent residential vs. employment demand.
- Summary data shows that on-street parking is generally underutilized in both subareas.

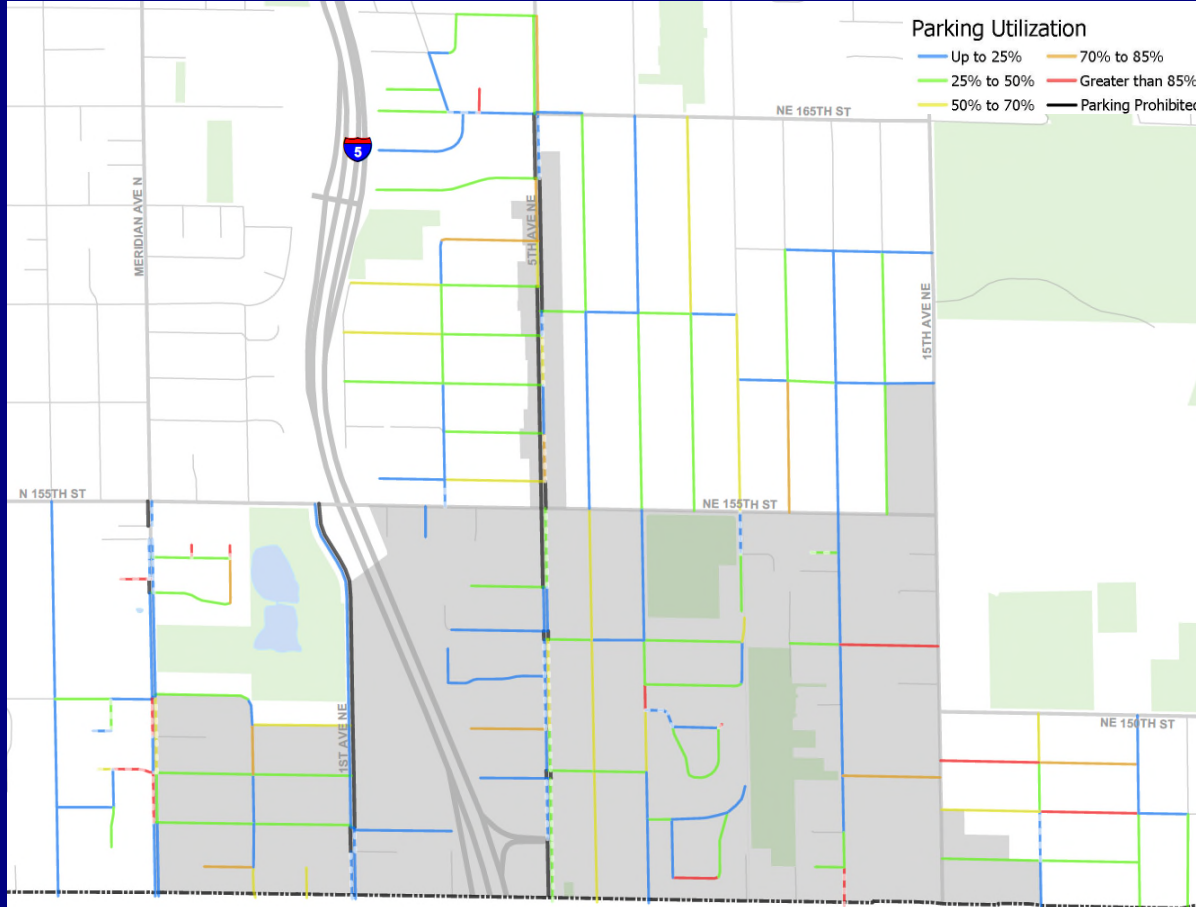
145th Subarea



185th Subarea

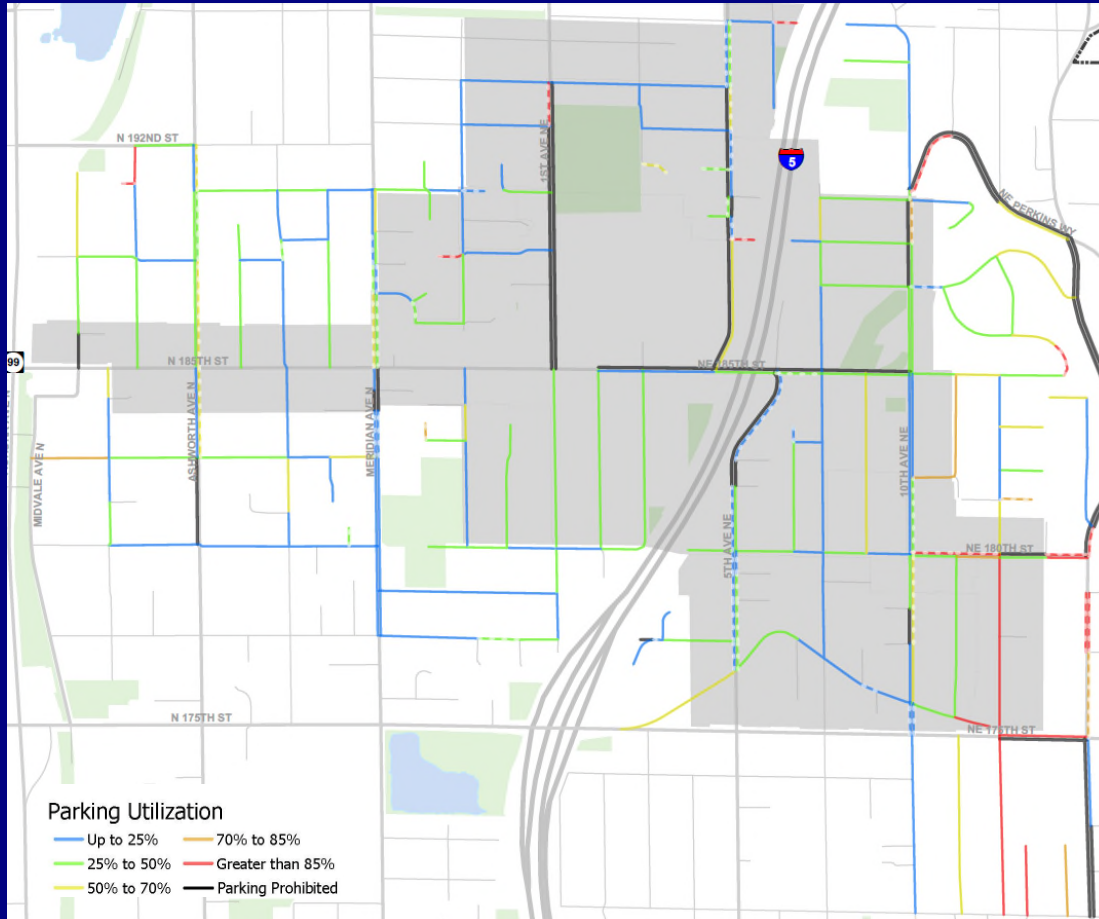


145th Subarea – Residential Demand



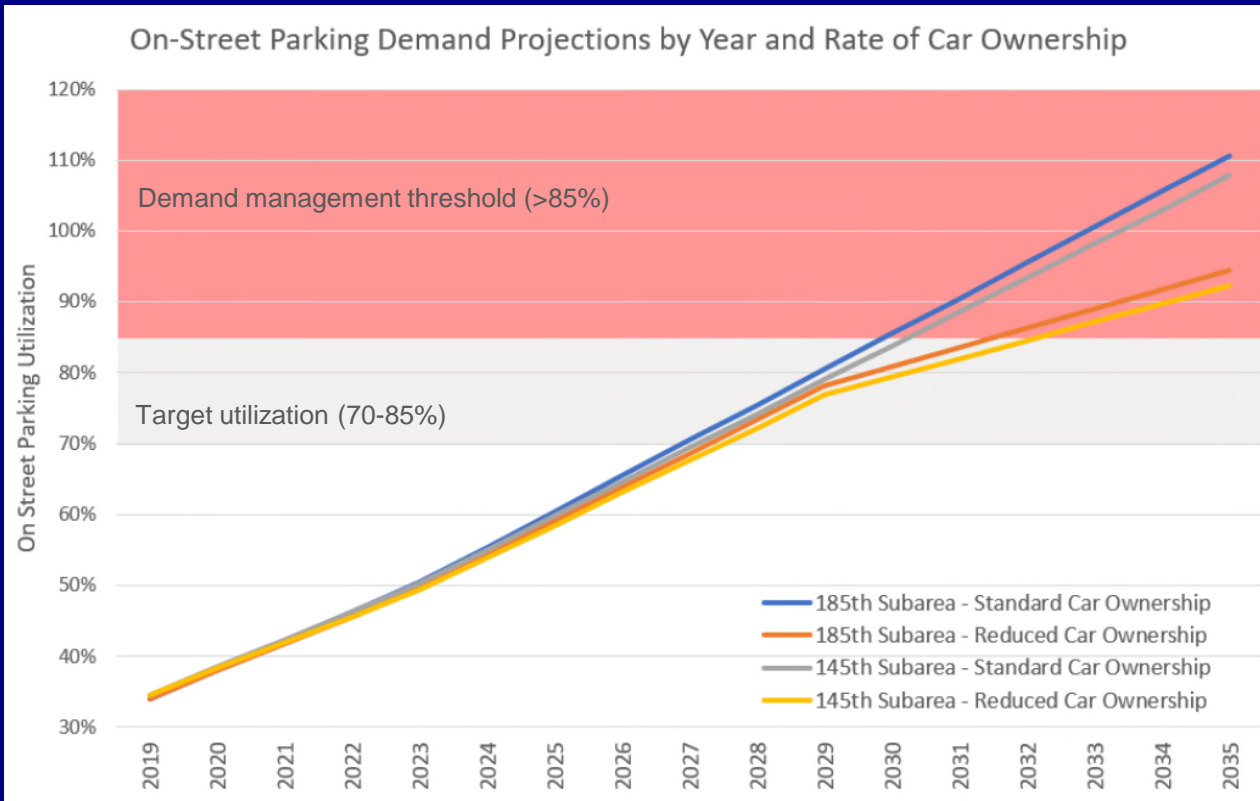
- Map shows early morning (residential) demand
- No specific areas of concentration with higher than 85%

185th Subarea – Residential Demand



- Map shows early morning (residential) demand
- Some concentration around 12th Ave NE between NE 180th and NE 170th Street
- Surplus parking still within ¼ mile

Parking Demand Projections



- Assumes Sound Transit mitigated “hide & ride”
- Based on conservative projections, metering likely unnecessary within the next 10 years
- Additional data collection will help refine these estimates

Near-Term Recommendations

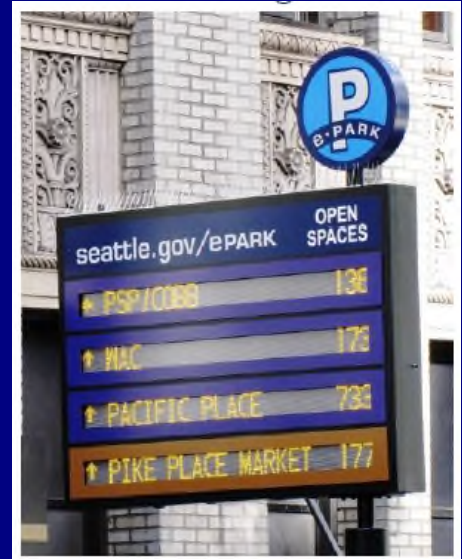
Over the next 5 years:

- Continue parking data collection & work with ST on mitigation
- Analyze and adopt a monetary penalty schedule for parking violations specific to City of Shoreline
- Fund a position dedicated to parking management and enforcement
- Update RPZ policies, procedures and fees to prepare for anticipated new RPZ's surrounding light rail stations
- Use study data to inform Engineering Development Manual updates
- Consider updating Transportation Master Plan policies around parking specific to land use context
- Explore potential development code revisions to encourage reduced car ownership

Mid-Term Recommendations

In 5-10 years:

- Evaluate need for special use zones
- Establish basic real time parking information technology
- Perform feasibility analysis of metered parking in key locations



Long-term Recommendations

In 10+ years:

- Implement metered parking in key locations
- Expand real time parking information & tech
- Continue to build upon and refine existing parking management strategies/resources.



Questions?

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